

# **PART 1**

## **Background Information**

## Background Information

### Existing Land Uses

The study area contains a diverse mixture of land uses. Table 1 shows the approximate acreage of various land use categories and their percentage of the total study area.

The majority of land in the study area is undeveloped. Nearly 40 percent is agricultural, vacant, or idle, and more than 19 percent is in surface mining. Most of the undeveloped land is located in the northern part of the study area, but large areas remained undeveloped in the southern part. Most of the undeveloped land can be expected to be developed within the next 10 to 20 years if the necessary utilities can be provided.

Residential uses occupy nearly 14 percent of the total study area. There is a variety of housing types. Single family detached dwellings occupy 252 acres. Single family attached dwellings (i.e., townhouses and quadruplexes) and multi-family housing occupy 78 and 56 acres, respectively. There is also a small mobile home park (the Whip Poor Will) located on Silver Spring Road near I-95.

Single family detached dwellings are located throughout the area but more than half are found in two developments: Barrington and Nottingham Village. Most other dwellings of this type are scattered along Philadelphia Road, King Avenue, and Lennings Lane.

All single family attached housing and multi-family housing is located in the southern part of the study area. The single family attached housing is concentrated in four developments: Kings Court, Amberly, Franklin Ridge, and Kingsberry Village. There are four apartment developments: Canterbury, Town and Country Ridge View, Cherry Tree, and Lion Head Court.

Most of the housing stock in the study area is of fairly recent origin (1970s and '80s). Virtually all existing housing appears to be in good condition.

Public service uses occupy 7 percent of land in the study area. Two large institutions (Essex Community College and Franklin Square Hospital) account for most of the acreage in this land use category. The other public service uses are small. They include the Eastern Family Resource Center, the fire station and post office in Cowenton, three community buildings/facilities, two churches, a VFW post, and a nursing home.

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Table 1

Existing Land Use Distribution, 1990  
Philadelphia Road Corridor Study Area

LAND USE	ACRES	PERCENT OF STUDY AREA
Residential	390.6	13.8
Single Family Detached	252.1	8.9
Single Family Attached	77.6	2.7
Multifamily	56.3	2.0
Mobilehome Park	4.6	0.2
Public Service	207.7	7.3
Commercial	45.7	1.6
Office	2.4	0.1
Retail or Service	43.3	1.5
Industrial	192.6	6.8
Surface Mining	549.5	19.4
Agricultural, Vacant, or Idle	1126.7	39.9
Transportation	315.5	11.2
Major Roads*	251.2	8.9
Railroad	53.3	1.9
Power Line	11.0	0.4
TOTAL	2828.3	100.0

\* Major roads include Philadelphia Road, I-95, White Marsh Boulevard, Rossville Boulevard, Pulaski Highway, King Avenue, Middle River Road, Cowenton Avenue, Ebenezer Road, Franklin Square Drive, and Lennings Avenue.

Source: OPZ In-house Information and Field Survey

The study area contains relatively little commercial development. Commercial uses occupy less than 2 percent of all land.

A small shopping center (Kings Court) is located on Philadelphia Road between King Avenue and Middle River Road. This shopping center is oriented to primarily serve the local residential community. It contains a supermarket, a drug store, and several small stores. In addition, a restaurant and a convenience store are located nearby.

Most other commercial uses in the study area appear to be oriented to serve a larger geographic area. Some of these uses are scattered along Philadelphia Road, but most are fairly concentrated in three subareas: (1) the Rossville Boulevard area between Philadelphia Road and Pulaski Highway, (2) the Philadelphia Road area in the vicinity of Ridge Road, and (3) along Philadelphia Road and Ebenezer Road in Cowenton.

Almost 7 percent of the study area is occupied by industrial development. Most industrial uses are located on Yellow Brick Road in the Rossville Industrial Park. Nearly all other industrial uses are scattered throughout the land area lying between Philadelphia Road and the CSX Railroad.

Major roads, the CSX Railroad, and a major power transmission line comprise a total of 315 acres or more than 11 percent of the total land area.

### Existing Zoning

General information on Baltimore County's zoning classifications can be found in Appendix A. The study area is zoned with a mix of residential, office, business, and manufacturing zoning classifications, as summarized in Table 2.

The existing zoning is predominately manufacturing and residential. Approximately 51 percent of the study area is zoned manufacturing and approximately 45 percent is zoned residential.

The existing zoning allows for a significant increase in industrial development. More than 1,400 acres are zoned manufacturing while existing industrial uses occupy less than 200 acres.

Manufacturing zoning is the primary zoning in the northern half of the study area. In the southern half, the vast majority of land lying east of Philadelphia Road is zoned manufacturing.

Most manufacturing zoning (68%) falls under the M.L. classification. This zoning classification allows a wide range of industrial activities. Nearly half of the M.L. zoned land is located in the southern part of the study area where the vast majority of residential zoning and existing residential development is located.

Table 2  
Existing Zoning, 1990  
Philadelphia Road Corridor Study Area

ZONING	ACRES	PERCENT OF STUDY AREA
Residential	1277.3	45.1
D.R.2	60.0	2.1
D.R.3.5	115.9	4.1
D.R.5.5	746.4	26.4
D.R.10.5	193.0	6.8
D.R.16	162.0	5.7
Office	34.0	1.2
R-O	12.0	0.4
O-1	22.0	0.8
Business	78.5	2.8
B.L.	49.1	1.7
B.M.	12.8	0.5
B.R.	16.6	0.6
Manufacturing	1438.5	50.9
M.L.R.	243.5	8.6
M.L.	974.0	34.4
M.H.	221.0	7.9
TOTAL	2828.3	100.0

Source: The Official Zoning Map of Baltimore County

Note: Baltimore County's zoning classifications consist of zones and overlay districts. This table provides information on zones mapped in the study area. It does not indicate any districts that may be superimposed upon the zones.

M.L.R. zoning accounts for 17 percent of all manufacturing zoned land. Although the M.L.R. zoning classification is more restrictive than the M.L. classification and one of its purposes is to provide transitional bands between residential areas and M.L. or M.H. zones, there is very little zoning of this type in the southern part of the study area.

There is a substantial amount of M.H. zoning (more than 200 acres). This is the most permissive manufacturing classification. M.H. zoning is found at two locations: (1) between Philadelphia Road and the CSX Railroad across from Lennings Lane, and (2) between Philadelphia Road and the CSX Railroad south of White Marsh Boulevard and north of Nottingham Village. The majority of M.H. zoned land is undeveloped.

All Density Residential zoning classifications, except D.R.1, are represented in the study area. The existing D.R. zoning, particularly the D.R.10.5 and the D.R.5.5 zoned land, provides for a substantial increase in residential development. All D.R.10.5 zoned land, except land used for I-95, and much of the D.R.5.5 zoned land is undeveloped. These zoning classifications permit a variety of housing types at maximum gross densities of 10.5 and 5.5 dwelling units per acre, respectively.

Business and office zoning is limited in the study area and most of the land falling under these classifications is already developed. Most of the undeveloped, business zoned land (about 20 acres) is located along the south side of future Campbell Boulevard midway between I-95 and Philadelphia Road.

#### Approved Development Projects

Major development projects in the study area approved by the County Review Group include:

1. Towne Court located on the south side of Middle River Road near Philadelphia Road. This project will provide 12 single family detached dwellings and 12 townhomes on a 7.69-acre site.
2. I-95 North Business Center located on the north side of Silver Spring Road between Philadelphia Road and I-95. This project will provide 97,000 square feet of office space and 787,825 square feet of warehousing on a 67.5-acre tract.

3. Whitemarsh Residential Community (Section J-1) located on the southeast side of I-95, north of King Avenue. This project will provide 298 townhomes on a 50.39-acre site.

In addition to the above-referenced projects, Franklin Square Hospital has been granted a special exception to construct a 255-unit elderly housing facility on a 27-acre site on Franklin Square Drive, south of King Avenue.

#### Water and Sewerage Service

The entire study area is either served by the metropolitan water and sanitary sewer systems, or service is required and is possible within the framework of the Baltimore County 6-year capital program.

#### Schools

Residential communities in the study area are served by the Baltimore County public schools listed below. None of these schools are located in the study area.

- Shady Springs Elementary School
- Chapel Hill Elementary School
- Golden Ring Middle School
- Perry Hall Middle School
- Overlea High School
- Perry Hall High School

One school (Shady Springs ES) is operating over capacity. Two other schools (Chapel Hill ES and Perry Hall MS) are expected to be operating over capacity by the 1991-92 school year.

The Board of Education owns a 30-acre site on King Avenue adjacent to I-95. An adjacent 5.3-acre parcel is controlled by the Department of Recreation and Parks. Construction of a new middle school and recreation center (Nottingham) is expected to begin in FY 1996.

#### Senior Centers

The study area does not contain any Baltimore County Department of Aging facilities. The closest facilities are the Rosedale Senior Center at 8200 Old Philadelphia Road and the Victory Villa Senior Center on Compass Road. The Department of Aging feels that the study area is readily served by these centers. However, if the County constructs a new build-

ing for the Eastern Family Resource Center, the Department of Aging will relocate an existing senior center and start a senior adult medical day care center in the new facility.

#### Fire and Rescue Services

Fire apparatus is prohibited from crossing Bridge #144 on Middle River Road over the CSX Railroad due to its deteriorated condition. Engine #12, stationed at Middle River and Compass Roads, is supposed to provide "first due" protection to the Canterbury, Amberly, Kings Court, and Nottingham neighborhoods. In reality, other stations further away must provide that service because Engine #12 cannot cross the bridge and must access Philadelphia Road via Pulaski Highway and Rossville Boulevard. This situation creates a severe impediment to the provision of good emergency service. The replacement of this bridge is currently under way and should be completed by August 1991.

Bridge #143 on Mohrs Lane over the CSX Railroad is also inadequate. Although not as important as Bridge #144, this overpass at times would be used by the various stations and apparatus located in this area of Baltimore County.

The Cowenton Volunteer Fire Company, located on Ebenezer Road between Philadelphia Road and the CSX Railroad, desires the ability to access White Marsh Boulevard westbound from Philadelphia Road. The Cowenton station provides "fire due" emergency medical and fire protection to the White Marsh Mall and Town Center area. Their timely response to calls from that area is hindered because they must access White Marsh Boulevard from Pulaski Highway and must also cross the CSX Railroad at a grade level crossing.

#### Recreation

An indoor swimming pool and outdoor athletic fields, tennis courts, and basketball courts are available at Essex Community College for non-student use. Two temporary, baseball/softball fields are available for public use at the vacant site of the future Nottingham Middle School.

A public recreation center will be developed in conjunction with the Nottingham Middle School programmed for construction beginning in FY 1996. Recreation facilities likely to be provided include a gymnasium, athletic fields, multi-purpose courts, and tennis courts.



The Department of Recreation and Parks desires to develop a neighborhood park in the Canterbury-Kings Court area. Facilities that are typically provided in neighborhood parks include athletic fields, multi-purpose courts, tennis courts, and tot-lots.

The 1989 Baltimore County Master Plan recommends acquisition of White Marsh Run for recreational purposes. The Master Plan also designates Honeygo Run as a proposed stream valley park/greenway.

### Historic Sites

There are several buildings in the study area which are of local importance, historically and architecturally. A listing and brief description of sites on the Maryland Historical Trust Inventory can be found in Appendix B. None of these sites, in the opinion of Baltimore County's historic preservation planner, are eligible for listing on the Baltimore County Landmarks List or the National Register of Historic Places. The Baltimore County Development Regulations, however, require preservation of all MHT inventory sites.

### Environment

The study area is part of the Comprehensive Bird River Watershed Quality Management Program which will focus on addressing non-point source pollution and water quality problems throughout the entire watershed. In addition, the program will prioritize control strategies and management recommendations for solving water quality problems. The study area may be an area where restoration and management strategies are implemented.

Environmental constraints in the study area include lands which are flood-prone, poorly drained, and highly erodible. Floodplains are primarily along the tributaries and main stem of Whitemarsh Run, Honeygo Run, a tributary of Bird River, and a tributary of Stemmers Run. The most extensive floodplain is located along Whitemarsh Run, however, sand and gravel extraction over many years has modified the extent and character of the natural floodplain.

The only air quality issue that may affect future growth and development in the study area is the current designation of the Baltimore Metropolitan Statistical Area as nonattainment for ozone. The federal EPA established National Ambient Air Quality Standards for six pollutants and mandated the states to achieve the standards. Baltimore County is part of

the geographic area determined by EPA to be in violation of the NAAQS for ozone. As a result, there are very stringent emission limitations and regulations governing industrial and commercial facilities that emit volatile organic compounds to the atmosphere. Affected facilities range from dry cleaners to can coating companies. Facilities that cannot demonstrate the ability to comply with the emission limitations cannot be constructed in the nonattainment area. While this requirement may not affect growth and development on a broad scale, it could have a significant effect on individual industrial and commercial facilities.

Additional environmental issues are identified in Appendix D.

#### Roads

The study area is served by key roadways providing internal circulation as well as general access to and from other areas of Baltimore County and the region. Background information on roads is contained in Tables 3, 4, 5, and 6.

#### Mass Transit

MTA bus route #35 serves Franklin Square Hospital and Essex Community College. This routing traverses Philadelphia Road to Lennings Avenue to Franklin Square Drive to Rossville Boulevard then back to Philadelphia Road southward into Baltimore City. Peak hour extensions accommodate residential transit trips along Franklin Square Drive, King Avenue, and Philadelphia Road.

A study will be funded by the Baltimore Regional Council of Governments, in cooperation with the Baltimore County Office of Planning and Zoning, to determine the feasibility of providing a shuttle service for residents of the Greater Rossville/Middle River area whose destinations are Franklin Square Hospital, Essex Community College, and the Eastern Family Resource Center. A crucial element of this study will be to determine if the proposed service can be supported entirely by the private sector and user fees. The study is anticipated to be completed by mid-1991.

The northeast segment of the CSX railroad, unlike the portion between Baltimore City and Washington, D.C., is strictly a freight operation. There are no plans to extend commuter service along this rail segment.

The Philadelphia Road Corridor study area is a part of Corridor 2 that the Maryland Statewide Commuter Assistance Study (1990) considered for possible transportation enhancements. Corridor 2 extends 40 miles northeast from Baltimore City, through Baltimore and Harford Counties to Cecil County. Major communities include White Marsh, Perry Hall, Joppatowne, Edgewood, Bel Air, Aberdeen, Havre de Grace, Perryville, Northeast, and Elkton. The study recommended the following strategies for Corridor 2:

- ° Commuter Action Team of state and local transportation officials should be established to implement low cost measures for reducing congestion and improving transit service in this corridor.
- ° Traffic bearing shoulders for future high occupancy vehicle/bus use should be built on I-95 from north of I-695 to MD 24 in conjunction with the highway widening project currently underway. The widening of I-95 through the I-695 interchange to downtown Baltimore for high occupancy vehicle/bus use should be a candidate for development and evaluation funding.
- ° Feeder bus service should be initiated in conjunction with the scheduled MARC rail service between Perryville and Baltimore [on the Amtrak railroad line located south of and parallel to U.S. 40].
- ° MARC commuter rail service between Baltimore and Perryville should be expanded as ridership demand grows.
- ° An alternative analysis, environmental assessment and project planning study of transit options (e.g., light rail, heavy rail, bus service) between Baltimore and White Marsh should be a candidate for development and evaluation funding.

#### Issues Raised by Citizens

Citizen concerns related to land use, transportation, and other planning related issues are expressed in the lists of issues contained in Appendix D.

Table 3

Inventory of Important Roads  
Philadelphia Road Corridor Study Area

<u>Road Name</u>	<u>Functional Classification*</u>	<u>Jurisdiction</u>	<u>Existing Conditions/Comments</u>
Philadelphia Road (Maryland Rte. 7)	Minor Arterial	State	2 lanes. 40 MPH speed limit (except portion at Mayflower Road - 25 MPH). Alternate route to U.S. 40 and I-95. High accident level with one fatal accident in 1988. Poor horizontal and vertical sight distances. Dangerous "ess" curve at Mayflower Road (nicknamed Devil's Elbow). SHA is currently reviewing this segment for corrections. Undersized culverts. Serious flooding conditions between the Nottingham Village community and the proposed Campbell Boulevard extension. Inadequate shoulders. Inadequate traffic control at the intersections with Cowenton Avenue and Ebenezer Road. High accident rate at the intersections with Rossville Boulevard, Ridge Road, Mayflower Road, Ebenezer Road, and Cowenton Avenue. Average right-of-way: 40 feet. 1987 ADT: 17,000. SHA projected 2010 ADT: 28,000. 1988 SHA Highway Needs Inventory calls for a multi-lane reconstruction (4 lanes/48' curbed roadway/5' sidewalk on north side).
Rossville Boulevard	Minor Arterial	County	4 lanes (divided). 45 MPH speed limit. Major access route to Essex Community College and Franklin Square Hospital. High accident rate at the intersections with Pulaski Highway, Yellow Brick Road, and Philadelphia Road.
Franklin Square Drive	Local	County	4 lanes between Rossville Boulevard and Lennings Avenue with parking permitted. 3 lanes (1 southbound, 2 northbound) between Lennings Avenue and King Avenue with parking permitted on northbound side. 30 MPH speed limit. Sight distance poor along roadway between Lionhead Drive and Lennings Avenue due to parked vehicles.
King Avenue	Collector	County	3 lanes (1 northbound, 2 southbound) between Franklin Square Drive and Philadelphia Road. 2 lanes between Franklin Square Drive and I-95. 30 MPH speed limit. Traffic backs up for turns onto Philadelphia Road.
Middle River Road	Collector	County	2 lanes. 30 MPH speed limit. Connects study area with southeast Baltimore County.
Cowenton Avenue	Minor Arterial	County	2 lanes. 30 MPH speed limit. High accident rate at Philadelphia Road intersection.
Ebenezer Road	Minor Arterial	County	2 lanes. 30 MPH speed limit. High accident rate at intersection with Philadelphia Road.
White Marsh Boulevard (Maryland Rte. 43)	Principal Arterial (Expressway)	State	4 lanes (divided). 45 MPH speed limit. Connects study area southeast of U.S. 40 with the White Marsh Town Center.
Kennedy Memorial Highway (I-95)	Principal Arterial (Interstate)	State	6 lanes (divided). 55 MPH speed limit. No access to study area.

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Table 3 (continued)

<u>Road Name</u>	<u>Functional Classification*</u>	<u>Jurisdiction</u>	<u>Existing Conditions/Comments</u>
Pulaski Highway (U.S. Route 40)	Principal Arterial	State	4 lanes (divided). 50 MPH speed limit. Provides major access between the Baltimore City CBD and the study area, as well as other destinations in the northeast sector of the Baltimore region.
Yellow Brick Road	Local	County	2 to 4 lanes. 30 MPH speed limit. Functions as an industrial service road.
Lennings Avenue	Local	County	2 lanes. 25 MPH speed limit. Provides access to Franklin Square Hospital.

\* The functional categories are defined in Appendix C

Table 4

Traffic Accidents on Major Roads, 1988 and 1989  
Philadelphia Road Corridor Study Area

<u>ROADWAY</u>	<u>NUMBER OF ACCIDENTS</u>	
	<u>1988</u>	<u>1989</u>
Philadelphia Road	63*	64
Rossville Boulevard	43	47
Franklin Square Drive	9	7
Lennings Avenue	0	0
King Avenue	5	6
Middle River Road	0	0
Ebenezer Road	0	0
Cowenton Avenue	3	0
Yellow Brick Road	5	3
Pulaski Highway	14	12

\*One fatal accident

The above accidents are those that have been reported at these roads. Other accidents may have occurred.

Table 5

 Intersection Related Traffic Accidents, 1988 and 1989  
 Philadelphia Road Corridor Study Area

<u>INTERSECTION</u>	<u>NUMBER OF ACCIDENTS</u>	
	<u>1988</u>	<u>1989</u>
Philadelphia Road at:		
Rossville Boulevard	7	15
Ridge Road	3	--
Mayflower Road	--	--
Lennings Avenue	2	2
King Avenue	1	3
Middle River Road	3	1
Ebenezer Road/Cowenton Avenue	14	8
Rossville Boulevard at:		
Pulaski Highway	17	5
Yellow Brick Road	4	6
Franklin Square Drive	--	2
Ridge Road/Essex Community College	--	1
Square Ridge Road	1	2
Franklin Square Drive at:		
Lennings Avenue	--	2
King Avenue	--	2
Middle River Road at:		
MD7	--	--

The above accidents are those that have been recorded at these major intersections in the study area. Other accidents may have occurred.

Table 6

Programmed and Non-Programmed Road Projects  
1989-2000 Baltimore County Master Plan  
Philadelphia Road Corridor Study Area

## PROGRAMMED PROJECTS

<u>Project</u>	<u>Project Limits</u>	<u>Type of Improve- ment</u>
33 I-95 (JFK Mem Hwy)	I-695 (Balto Beltway) to Harford County	W
55 Campbell Blvd	Honeygo Blvd to US40 (Pulaski Hwy)	C
62 MD43 (White Marsh Blvd)	Interchange at MD7 (Philadelphia Rd)	C

## NON-PROGRAMMED PROJECTS

<u>Project</u>	<u>Project Limits</u>	<u>Type of Improve- ment</u>
43 Cowenton Ave	Joppa Rd to MD7 (Philadelphia Rd)	W/C
44B MD7 (Philadelphia Rd)	Rossville Blvd to Harford County	U
45 Franklin Square Dr	Ext'd to Campbell Blvd	C
46 King Ave	Middle River Rd to Perry Hall Blvd	C/U
47 Yellow Brick Rd	Ext'd to Campbell Blvd	C
48 Lennings Lane	Extend to Yellow Brick Rd	C
51 Campbell Blvd	Extend to MD43	C

NOTE: W = Widen  
U = Upgrade  
C = Construct